| Year | Collisions | Derail-ments | Level Crossing Accdts. | Fire in trains | Total | Movrmeii of traffic, i.e.j Train Kms run \| (in Millions) | Incidence of train accidents XT million train |
|---|---|---|---|---|---|---|---|
| 1966-67 | 67 | 876 | 104 | 50 | 1097 | 451.7 | 2.4 |
| 1967-68 | 66 | 892 | 111 | 42 | 1111 | 455.3 | 2.4 |
| 1968-69 | 47 | 684 | 129 | 48 | 908 | 460.1 | 2.0 |
| 1969-70 | 54 | 791 | 111 | 47 | 963 | 473.0 | 2.0 |
| 1970-71 | 59 | 648 | 121 | 12 | 840 | 466.5 | 1.8 |
| 1971-72 | 57 | 667 | 118 | 22 | 864 | 474.4 | 1.8 |
| 1972-73 | 57 | 598 | 131 | 25 | 813 | 473.1 | 1.7 |
| 1973-74 | 59 | 578 | 125 | 13 | 782 | 432.8 | 1.8 |
| 1974-75 | 66 | 696 | 140 | 23 | 925 | 430.1 | 2.2 |
| 1975-76 | 64 | 768 | 105 | 27 | 964 | 487.4' | 2.0 |
| 1976-77 | 45 | 633 | 86 | 16 | 780 | 511.6 | 1.5 |
| 1977-78 | 54 | 705 | 93 | 14 | 866 | 526.1 | 1.6 |
| 1978-79 | 55 | 778 | 86 | 12 | 931 | 504.1 | 1.8 |
| 1979-80 | 72 | 692 | 115 | 21 | 900 | 503.4 | 1.8 |
| 1980-81 | 69 | 825 | 90 | 29 | 1013 | 504.5 | 2.0 |
| 1981-82 | 87 | 936 | 84 | 23 | 1130 | 516.6 | 2.2 |
| 1982-83 | 54 | 653 | 70 | 20 | 797 | 530.9 | 1.5 |
| 1983-84 | 48 | 621 | 82 | 17 | 768 | 541.7 | 1.4 |
| 1984-85 | 39 | 678 | 65 | 30 | 812 | 541.1 | 1.5 |
| 1985-86 | 46 | 588 | 62 | 21 | 717 | 570.4 | 1.3 |
| 1986-87 | 28 | 538 | 65 | 13 | 644 | 582.3 | 1.1 |
| 1987-88 | 40 | 490 | 62 | 12 | 604 | 590.2 | 1.02 |
| 1988-89 | 30 | 457 | 55 | 3 | 545 | 602.2 | 0.90 |
| 1989-90 | 34 | 556 | 42 | 8 | 540 | 618,0 | 0.87 |
| 1990-91 | 41 | 446 | 36 | 9 | 532 | 617.1 | 0.86 |
| 1991-92 | 30 | 444 | 47 | 9 | 530 | 629.2 | 0.84 |
| 1992-93 | 50 | 404 | 51 | 9 | 524 | 632.3 | 0.83 |
| 1993-94 | 50 | 401 | 66 | 3 | 520 | 634.2 | 0.82 |
| 1994-95 | 35 | 388 | 73 | 5 | 501 | 641.9 | 0.78 |
| 1995-96 | 29 | 296 | 68 | 5 | 398 | 655.9 | 0.61 |
| 1996-97 | 26 | 286 | 65 | 4 | 381 | 667.6 | 0.57 |
| 1997-98* | 35 | 289 | 66 | 6 | 396 | N.A. | N.A. |

'Figures are provisional

**Proposals for railway lines in Orissa**

*142. SHRI BHAGABAN MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposals for laying some railway lines in Orissa are pending with Government;

(b) if so, the details of those railway projects; and

(c) the details of steps taken to approve those projects and to start construction work?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) and (b) Yes, Sir. The following proposals received for laying railway lines in Orissa have not yet been taken up.

1. Talcher-Gopalpur new railway line.
2. Talcher-Bimlagarh new railway line.
3. Puri-Konark new railway line.
4. Jeypore-Nawrangpur new railway line.
5. Berhrampur-Phulbani new railway line.
6. Nawapara-Bargarh new railway line.

| Name of the College | Present Status of *Cute.* |
|---|---|
| Meenakshi Ammal Dental College Chennai | Letter of Intent was issued on 20.4.1998, and the case is under process for completion of the next stage, as given in the Dentists Amendment Act, 1993, and the Regulations framed thereunder. |
| Thai Moogambigai Dental College, Chennai | The orders of the Madras High Court have been received on 24.5.1998 and further action is under process. |

**Environmental wing for pollution control**

*147. SHRI DEBABRATA BISWAS: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether there is a proposal to open an Environmental Wing in his Ministry to monitor various pollution control measures at the Central level;

(b) if so, the details thereof and if not, the reasons therefor; and

(c) what further steps are proposed to be taken to control effectively the environmental pollution which has of late assumed serious proportions?

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI SURESH PRABHU): (a) and (b) Under the Water (Prevention & Control of Pollution) Act, 1974 and the Air (Prevention & Control of Pollution) Act, 1981, the responsibility of monitoring is primarily entrusted to the State Pollution Control Boards. In addition, the existing Pollution Control Division in the Ministry is already monitoring environmental pollution through the Central Pollution Control Board (CPCB), using a network of ambient air (290) and water quality (480) monitoring stations established throughout the country. CPCB also conducts surveys in the major Indian cities to assess the levels of noise and vehicular pollution.

(c) Steps taken to control environmental pollution in the country includes the following:

(i) Emission and effluent standards have been notified for the major categories of polluting industries.

(ii) Industries have been directed to install necessary pollution control system to conform to the prescribed environmental standards within a stipulated time-frame and legal action is taken against the defaulting units.

(iii) Environmental Impact Assessment has been made mandatory from 27.1.94 for 29 specified categories of development projects. Stringent conditions are imposed while granting environmental clearance to the projects.

(iv) A scheme under the World Bank has been initiated for setting up of Common Effluent Treatment Plants (CETPs) in cluster of small scale industrial units. In this scheme, 50 percent of the subsidy is given by the Government, 30 percent soft loans are made available by the Industrial Development Bank of India (IDBI) and only 20 percent of the investment is from the beneficiaries. So far 77 CETPs have been sanctioned and are at various stages of implementation.

(v) A scheme for promotion, development and adoption of clean technology including utilisation of